**RTIP ID#** *(required)* SBDLS05

**Project Description** *(clearly describe project)*

Install traffic signal and westbound left-turn channelization at Maple lane.

**Type of Project** *(use Table 1 on instruction sheet)*
Intersection signalization and channelization project

| **County** | **Narrative Location/Route & Postmiles SR 30 / PM 48.44** |
|---|---|
| SBd. | **Caltrans Projects – EA#** 0J000 |

**Lead Agency:** Caltrans

| **Contact Person** | **Phone#** | **Fax#** | **Email** |
|---|---|---|---|
| Tony Louka | (909) 388-7147 | 383-5975 | Tony_louka@dot.ca.gov |

**Hot Spot Pollutant of Concern** *(check one or both)* **PM2.5 X** **PM10 X**

**Federal Action for which Project-Level PM Conformity is Needed** *(check appropriate box)*

| | **Categorical Exclusion (NEPA)** | **EA or Draft EIS** | **FONSI or Final EIS** | **PS&E or Construction** | **Other** |
|---|---|---|---|---|---|
| X | | | | | |

**Scheduled Date of Federal Action:** 12/06

**Current Programming Dates** *as appropriate*

| | **PE/Environmental** | **ENG** | **ROW** | **CON** |
|---|---|---|---|---|
| **Start** | 4/06 | 8/06 | | 6/07 |
| **End** | 12/06 | 2/07 | | 10/07 |

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

The main objective of this project is to improve safety and operational characteristics at the intersection of SR 38 and Maple Lane. Rapid growth in the nearby communities has significantly increased the traffic volume at this intersection. The increased traffic volume has caused a very long delay, congestion, and increased the number of traffic collisions.

The proposed project, add a westbound left-turn lane and install new traffic signals, will enhance traffic safety and reduce traffic delay.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

SR38 begins at the Interstate 10 (I-10) in the City of Redlands. It traverses the San Bernardino Mountains and terminates at the SR 18 junction, near Fawnskin. SR 38 traverses the urban areas of Redlands, Mentone and Big Bear City and provides vital transportation linkages to rural areas of the San Bernardino Mountains.
SR 38 in the vicinity of the proposed improvements is a two-lane undivided conventional highway with one lane in each direction. The lane width is 12 ft, the outside shoulder width is 2 ft with no median. Currently the existing intersection of SR 38 and Maple Lane is controlled by stop sign on Maple Lane.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

ADT (2008)- 13,000
% Trucks (2008) – 15%
# Trucks (2008) - 1950
Level of Service (LOS) for (2008) No-Signal / Signalized – C/B

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

ADT (2030) – 19900
% Trucks (2030) – 15%
# Trucks (2030) - 2985
Level of Service (LOS) for (2030) No-Signal / Signalized – F/D

**Describe potential traffic redistribution effects of congestion relief** *(impact on other facilities)*

**Comments/Explanation/Details** *(attach additional sheets as necessary)*

Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25).

Examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

**Intersection channelization projects**, traffic circles or roundabouts, **intersection signalization projects at individual intersections**, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.